

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒   
no ☐

Property Name: West LaVale Historic District Inventory Number: AL-V-B-323  
Address: 960-1061 National Highway (ALT US 40) Historic district: ☒ yes ☐ no  
City: LaVale Zip Code: 21502 County: Allegany  
USGS Quadrangle(s): Cumberland  
Property Owner: Multiple Owners Tax Account ID Number: Multiple  
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple  
Project: ALT US 40: Streetscape Improvements, LaVale Agency: Maryland State Highway Administration  
Agency Prepared By: A.D. Marble & Company  
Preparer's Name: Catherine Dluzak, Barbara Frederick/ Philip Pendleton Date Prepared: 3/27/2006  
Documentation is presented in: Determination of Eligibility Form (Paula Reed, PHD, 2001), AL-V-B-323  
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
Site visit by MHT Staff ☒ yes ☐ no Name: Tim Tamburino Date: 3/1/06

**Description of Property and Justification:** *(Please attach map and photo)*

The West LaVale Historic District is located in Allegany County approximately 5.0 miles west of Cumberland, Maryland, along the National Highway (ALT US 40), east of the intersection with Bane Street and west of the intersection with East Street. The district consists of examples of the Craftsman style-influenced Bungalow, Colonial Revival style, Tudor style, Foursquare, and vernacular forms dating from 1905-1935 which are located along both sides of the National Highway at Nos. 960 to 1061.

The 900-1000 block of the National Highway was identified as a potential National Register-eligible historic district by the Maryland Historical Trust in 1986. The potential district extended from 996 to the east to number 1060 to the west. It was the westernmost of four separate areas of LaVale that were mapped as potentially National Register eligible, according to a 2001 National Register-Eligibility Review Form prepared for the district. The 2001 form was prepared as part of the LaVale Cellular Tower Site. The form stated the district was eligible under Criteria A and C, and MHT reviewer notes state that the dwellings are eligible as contributing resources in the LaVale National Register-eligible historic district. In addition, the circa-1840 Five Mile House at 1025 National Highway was previously listed in the National Register as part of the Inns of the National Road thematic nomination in 1976 and was also documented in 2001 (Reed, Determination of Eligibility Form, AL-V-B-323, on file at the Maryland Historical Trust, Crownsville, MD). This form expands upon the previous district documentation to provide a clear justification of the district's boundaries based on a detailed understanding of the district's historical development.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

**MHT Comments:**

Tim Tamburino  
Reviewer, Office of Preservation Services

Robert  
Reviewer, National Register Program

5/24/06  
Date

5/29/06  
Date

200601247

The development of this district can best be understood within the context of Cumberland, Maryland's streetcar suburbanization. While the trolley initially arose to provide transportation between the cities of Cumberland and Frostburg, land speculators, including local property owner Webster Long, envisioned the area as a rural suburb for Cumberland. The area was termed LaVale for an earlier subdivision to the east which catered to potential homeowners with a higher income. The vicinity of LaVale to the industrial areas of Cumberland and its location along the trolley line, which provided easy transportation to and from Cumberland for daily commuters, contributed to the growth of the area prior to 1935. The pace of subdivision and house construction in the historic district accelerated around 1917, likely in response to the establishment of new industries in Cumberland.

From 1890 until 1918, the immediate vicinity of the historic district was home to the Allegany Grove Camp Meeting Association, a Chautauqua-style Methodist camp meeting ground holding revival, educational, and entertainment activity every year during August. Hence, this part of what would become the suburban town of LaVale was generally known as Allegany Grove during the early twentieth century. The parcel associated with the Allegany Grove Meeting was located just west of the historic district, but practically nothing survives from the camp meeting complex as of 2006.

The West LaVale Historic District is the result of five subdivisions created between the years 1912 and 1931 by various developers. Subdivisions include: the Long Lots, surveyed on the south side of the National Highway for Webster Long (1912); Warfield Place, surveyed on the north side, 1920; LaVale Park, surveyed on south side, 1919; an unnamed subdivision, surveyed on the north side, 1921, and Volk's Addition, surveyed on the north side, 1931. A large majority of the historic district's contributing buildings, are located in the Longs Lots and LaVale Park, the two subdivisions that were laid out on the south side of the National Highway.

Streetcar service to the area ceased in 1927, although bus service was substituted. Beginning after 1935, there was a relative slowdown in construction in the historic district, and the preferred housing form moved away from the Bungalow, Foursquare, and early-twentieth-century vernacular forms that had conferred the architectural tone of the streetcar suburb. With a powerful surge in new home and commercial construction beginning around 1945, the area surrounding the district would become typical American post-war suburban development.

Within the district there are 29 contributing properties which date to the period of significance (1903-1935) and seven noncontributing buildings that were present by 1956 and post-date 1935. The West LaVale Historic District is bounded as follows: to the west, by Bane Street on the north side of the National Highway and by the western tax parcel line of 1060 National Highway on the south side; to the north and south, by the tax parcel lines of those properties that front the roadway; and to the east by the eastern tax parcel line 979 National Highway on the north side and by East Street on the south side of the roadway. (For a detailed architectural description, history, and list of references, see the Maryland Inventory of Historic Properties form, AL-V-B-323, on file at the Maryland Historical Trust, Crownsville, MD).

#### Statement of Significance

The West LaVale Historic District, located along the National Highway between Bane Street to the west and East Street to the east, continues to convey its historic function as a streetcar suburb that was home to the middle classes of Cumberland, Maryland. The district retains its historic location along a trolley route and is significant for the role it played in the early twentieth-century suburban development of the Cumberland, Maryland area. In addition, the district presents a well-preserved collection of middle-class suburban housing typical of western Maryland from the period ca. 1905-1935, exhibiting the Bungalow, Foursquare, and various vernacular house forms as well as relatively modest specimens of the Colonial Revival and Tudor styles. The district meets National Register Criterion A in the area of community development and Criterion C in the area of architecture. The period of significance begins ca. 1903 with the commencement of selling of small lots to individuals by William Long in the aftermath of the

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

completion of the streetcar line from Cumberland to Frostburg, and ends in 1935, the year the last Bungalow was constructed in the district and the date by which most of the Long Lots on the south side of the National Highway (1912), the National Highway frontage of Warfield Place (1920), LaVale Park (1919), and two additional subdivisions dating to 1921 and 1931 had been built up (National Park Service, National Register Bulletin: Historic Residential Suburbs (Washington, D.C.: United States Department of the Interior, 2002).

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, location, setting, materials, workmanship, association, and feeling, and:

- A. that are associated with events that have made a significant contribution the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield information important in history or prehistory.

The West LaVale Historic District is eligible for listing in the National Register under Criterion A as an early streetcar subdivision of the City of Cumberland, Maryland. The proximity of LaVale to the industrial areas of Cumberland and its location along the trolley line, which provided easy transportation to and from Cumberland for daily commuters, contributed to the success of the occupation of the subdivisions in the location of the former Allegany Grove Camp Meeting. This subdivision featured narrow lots along a tree-lined roadway down which the trolley line ran and was marketed to the lower- to middle-classes of Cumberland, as reflected in the size and limited stylistic detailing of the dwellings that occupy these lots today.

The West LaVale Historic District is recommended not eligible for listing in the National Register of Historic Places under Criterion B. Although the district was the home to a number of influential persons, the accomplishments of specific individuals were not explicitly researched. The district is more appropriately eligible under Criterion A, for broad patterns in residential development that led to the occupation of the district by some of Cumberland's most socially prominent individuals.

The West LaVale Historic District is recommended eligible for listing under Criterion C as a it contains many locally significant examples of high-style residential architecture and it is a unified entity composed of a variety of architectural resources dating from ca. 1905-1935. The identity of the West LaVale Historic District results from the interrelationship of its resources, which convey the appearance of an early-twentieth-century residential neighborhood located along or in walking distance of the path of the former trolley line.

The property was not evaluated for eligibility under Criterion D as part of the current investigation.

With regards to integrity, National Register guidelines for district state:

For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguishable. In addition, the relationships among the districts components must be substantially unchanged (National Park Service, "National Register Bulletin: How to Apply the National Register Criteria for Evaluation," (Washington, DC: Department of the Interior, 1997), 46).

The West LaVale Historic District retains integrity from the period of significance.

#### MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended \_\_\_\_\_

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MHT Comments:

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Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

A comparison of current conditions to a video taken in 1964 shows that the district retains dwellings, landscape features, and the central transportation corridor. The integrity of spatial layout, circulation network, landscape features, and individual homes enable the district to convey its significance as a middle-class street car suburb. Many of the dwellings retain the original set back from the street. The historic buildings themselves retain a high degree of integrity of design, with few incompatible additions.

The post-1935 components in the district are not of sufficient size, scale, or number to detract from the overall integrity of the district. The infill in the district is generally compatible with the historic buildings in materials and setbacks.

The district is identifiable from surrounding properties by changes in the function, age and style of adjacent buildings. To the north and south, the district is largely flanked by post-World War II residential development; to the east are late-twentieth-century commercial businesses; to the west is a modern gas station and late-twentieth-century commercial development.

The district largely retains integrity of location, as the boundaries of the original subdivisions remain largely intact, particularly along the path of the former trolley line. The location of streets, the size of house lots, and the location of dwellings on those lots are reflective of historic subdivision plans and deed restrictions.

Integrity of design is reflected in the initial construction cost of the dwellings and their location on the associated lots, as specified in deed restrictions. The later subdivision of some of the lots detracts somewhat from the overall integrity of the design of the district. Alterations to the design of individual buildings in the district are minimal and do not affect the integrity of design of the district as a whole.

The setting of the historic neighborhood remains largely suburban in nature. Many of the dwellings retain private lawns and trees that were present or are similar in appearance to those that were present during the period of significance.

The original materials are reflected in the majority of the dwellings in the district. Frame is a common construction material, and the retention of this original building material contributes to the cohesiveness of the district. Retention of historic secondary structures, walkways, and vegetation contribute to integrity of materials.

Integrity of workmanship is evident in the brick and stone dwellings and architectural landscape features, such as foundation plantings and hedges.

The retention of integrity of setting, design, materials, and workmanship culminates in integrity of feeling. The original street pattern, lot sizes, and variety of housing type and materials located along the historic trolley corridor convey the feeling of early-twentieth-century middle-class suburban life.

The association between the district and the principles that shaped it are reflected in the continued use of the buildings in the district for residential purposes. Additionally, the dwelling setbacks are reflective of the deed restrictions originally created for the subdivisions.

Contributing resources include those buildings and landscape features that date to the period of significance and possess integrity from that period. Contributing features include the original lots, dwellings, circulation network, and landscape features. Nearly all of the 1905-1935 dwellings that remain are reflective of the original subdivision design and the eclectic nature of early-twentieth-century residential architecture.

Noncontributing resources include those aboveground resources that are not associated with the trolley line or early-twentieth-

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MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date



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century subdivision, do not date to the period of significance, or have been substantially altered since the period of significance by additions of incompatible size, scale, or design. Noncontributing resources include: the former Five Mile Tavern (1025 National Highway, erected ca. 1840) and those dwellings which post-date 1935. Overall, the pre-1935 buildings in the district retain good integrity and none are considered noncontributing due to a loss of integrity.

**MARYLAND HISTORICAL TRUST REVIEW**

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MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

AL-V-B-323

West LaVale Historic District

960-1061 National Highway (ALT US 40), LaVale

1903-1935

Private/Public

The West LaVale Historic District is located in Allegany County approximately 5.0 miles west of Cumberland, Maryland, along the National Highway (ALT US 40), east of the intersection with Bane Street and west of the intersection with East Street. The district consists of examples of the Craftsman style-influenced Bungalow, Colonial Revival style, Tudor style, Foursquare, and vernacular forms dating from 1905-1935 which are located along both sides of the National Highway at Nos. 960 to 1061.

The district meets National Register Criterion A in the area of community development and Criterion C in the area of architecture. The district continues to convey its historic function as a streetcar suburb that was home to the middle classes of Cumberland, Maryland. The district retains its historic location along a trolley route and is significant for the role it played in the early twentieth-century suburban development of the Cumberland, Maryland area. In addition, the district presents a well-preserved collection of middle-class suburban housing typical of western Maryland from the period ca. 1905-1935, exhibiting the Bungalow, Foursquare, and various vernacular house forms as well as relatively modest specimens of the Colonial Revival and Tudor styles.



## 7. Description

Inventory No. AL-V-B-323

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The impetus for the creation of the residential community associated with the West LaVale Historic District was the 1902 construction of a trolley line that ran along the National Highway (ALT US 40). The first dwelling was erected in the subdivision ca. 1905 and many others began to line the trolley route, especially from 1917 onward. Numerous north-south side streets were developed in LaVale along the east-west route of the trolley line in the early twentieth century including LaVale Boulevard, East Street, and West Street in the historic district. These side streets served to connect residential dwellings to the trolley line. Later north-south side streets, such as Harold Street and LaVale Court, developed after the trolley line ceased operation (1927) and were intended to provide automobile access to the National Highway.

The design of each subdivision featured a linear plan with lots extending off the side trolley line. Generally, the front yards are formal and small in size, measuring about 10.0 feet deep, while the back yards are used for domestic space, containing garages and storage sheds. Notable exceptions are 1009 and 1041 National Highway which are set back off the roadway on the north side. Most of the dwellings have foundation plantings and sidewalks that lead to the front door from the National Highway or the driveways which run along the sides of the dwellings. A few have hedges outlining the property line, as opposed to fencing which is more common in the eastern portion of LaVale. Deciduous trees line both sides of the roadway. There are no sidewalks along the National Highway within the district.

The district is composed of 36 pre-1956 buildings. The earliest dwelling included within the boundaries of the district, located at 1025 National Highway, served as a tavern along the National Highway and was never associated with the trolley line. The majority of the dwellings (83 percent) date between 1905 and 1935 and reflect a diversity of early-twentieth-century styles and forms.

The historic district's contributing buildings are generally modest in size and scale and include examples of the Craftsman style-influenced Bungalow form, the American Foursquare, and other forms of vernacular design from the early twentieth century. Elements of the Colonial Revival and Tudor styles are present. Judging from the small scale of construction and the limited degree of stylistic elaboration that prevails among the houses of the district, the people purchasing lots and building homes in the historic district were of fairly modest middle- and lower-middle-class status.

The side-gable Bungalow, a derivative of the Craftsman style, is the most common form in the district. The Bungalow composes over one-half of the contributing buildings in the district, as there are 13 in total. Bungalows in the district are typically one-and-one-half stories tall, with gently pitched gable roofs. Except for 1018 National Highway, dormers penetrate the roofs of the Bungalows in the district, allowing light into the upper level. The eaves overhang, and exposed rafters, purlins, and beams often extend beyond the wall and roof. The Bungalows typically have a substantial one-story integral front porch, supported by battered wooden columns on massive masonry piers. Most of the porches of the Bungalows in the district remain open, except for 960 National Highway, whose porch has been enclosed. The walls of Bungalows in the district were clad brick, stone, stucco, or wood shingles or clapboards; most of the frame examples are now clad in vinyl or aluminum siding. One of the more prominent examples of a Bungalow in the district is the brick Bungalow at 1021 National Highway which features front-gable dormers at both the National Highway and Parkside Boulevard elevations.

There are four American Foursquare dwellings in the district: Nos. 979, 1014, 1023, and 1036 National Highway. These dwellings are derivatives of the Prairie style, as reflected in the low-pitched roof with wide eaves and façade detail emphasizing horizontal lines visible on the dwelling at 1023 National Highway. Like other national examples, these dwellings are generally square in shape, have a hipped or pyramidal roof which features gable front or hip roof dormers, and a front porch at the first story. The most notable example is located at 1023 National Highway. This brick Foursquare lacks the dormers that are customary of the style and rests of a raised basement. The first floor is accessible at the front (south) and east elevations via concrete steps which lead to hipped roof porches supported by squared, tapered posts.

The largest and most architecturally prominent of the dwellings in the district is the *circa*-1918 Colonial Revival dwellings at 1041 National Highway, which sits on a slight rise, overlooking the former path of the trolley. This dwelling is unique to the district as is more typical of the architectural forms found in the eastern residential section of LaVale. There are two Cape Cod dwellings in the



# Maryland Historical Trust

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district that pre-date 1935 (996 and 1022 National Highway). 1022 National Highway is a somewhat unique example of the form, and could be considered a cross between the Cape Cod and the Bungalow forms. The dwelling features flared eaves at the front and rear elevation and an integral one-story porch supported by columns. The front-gable dormers feature paired windows.

There is one contributing example of a Tudor cottage in the district at 997 National Highway, the northeast corner of the intersection of LaVale Boulevard and the National Highway. This one-and-one-half story dwelling is clad in stucco and features half timbering at the gable-front façade (south elevation) and the main entrance of the south elevation. A massive stone chimney is attached to the west gable end. An addition to the rear (north) elevation houses a garage. The other Tudor style dwelling in the district (1026 National Highway) is a Tudor cottage with breezeway and attached two-car garage that was erected ca. 1940 and is therefore considered noncontributing.

In addition to dwellings with stylistic detailing, vernacular houses of relatively plain detail are located in the district. The most predominant pre-1935 vernacular form is the two-and-a-half story side-gable dwelling with cross gable, visible at 1006, 1010-1012 and 1061 National Highway. This is a form that persisted from the mid-nineteenth century (with the cross gable likely originating with the Gothic Revival style) into the early twentieth century.

Frame construction is the most common structural system in the historic district, with most of these houses, once clad in wood clapboards or shingles, now covered in modern synthetic siding such as vinyl or aluminum. Concrete block is the most common foundation material, and asphalt shingles clad most of the roofs. There are numerous examples of brick masonry construction in the historic district, sometimes with frame gables. The frequent use of brick in the historic district may be related to Allegany County's brick-making industry.

Secondary domestic structures, including garages and storage sheds, are also present in the district, usually to the rear of the lots. The impact of the automobile led to the addition of driveways along the side of dwellings and the erection of garages at their terminus. These garages sometimes mimic the materials of the dwelling (1014 National Highway).

The post-1935 buildings in the historic district include examples of the Ranch style, characterized by one-story height, low-pitched roof, and a wide eave overhang. A couple prefabricated dwellings are also present. These later dwellings do not appear to have replaced earlier dwellings but instead were located on previously unoccupied lots. The LaVale Volunteer Fire Department, located at the northwest corner of the intersection of the National Highway and Warfield Place, occupies the location of a former dwelling.<sup>1</sup>

Overall, the district retains good integrity of design, feeling, materials, setting, location, and workmanship. Despite later infill, the district is a cohesive grouping of residential dwellings that continue under their intended historic use and retain their proximity to the former route of the trolley line. Common setbacks, eclectic architectural styles, varied materials, and overall retention of lot sizes give the neighborhood a cohesive yet varied character.

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<sup>1</sup> J.F. Zimmerman, Footage along National Highway in LaVale, Maryland taken for Super 8 Motel on 27-28 October 1964 (LaVale, Maryland: LaVale Zoning Board, 1964), videocassette.

## 8. Significance

Inventory No. AL-V-B-323

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** Ca. 1903, 1912, 1920, 1927

**Architect/Builder** Unknown

**Construction dates** Ca. 1903-1935

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### *Allegany County and Cumberland*

European-American settlement in the vicinity of the West LaVale Historic District began in the mid-eighteenth century. The settlers included people of British and German heritage, as was characteristic of western Maryland. Allegany County, wherein the historic district is situated, was erected in 1789.

The National Turnpike (also known as the National Road or National Pike, and by 1904 designated the National Highway) was first constructed during the 1810s as an improvement of a road built in the 1750s by British General Edward Braddock. It soon became one of the major east-west routes for settlers traveling to the Old Northwest frontier and for wagon-borne commerce. During 1833-1834 in addition to being macadamized, the National Turnpike was rerouted to run directly through the historic district location, following the alignment now known as ALT US 40 through the steep-sloped gap in the mountains known as the Narrows. Before 1833, the National Road had been aligned in this vicinity on the course of present-day Green Street and Braddock Road, running approximately 0.5-mile to 1.0 mile south of the new alignment. This earlier stage of the historic district's history is evoked by a surviving inn building, the Four Mile House (located four miles from Cumberland at 520 National Highway), attributed to have been built ca. 1834. Though the rate of traffic on the National Turnpike dwindled during the late nineteenth century, the alignment would provide a suitable location for an interurban streetcar line connecting Cumberland with Frostburg.<sup>2</sup>

The suburban community of LaVale evolved in close relationship with its older urban hub community, the city of Cumberland, the county seat of Allegany County. The city had been established in 1787 by old Fort Cumberland, which had been in 1754 around the start of the French and Indian War. During the mid- to late nineteenth century, it emerged as an important regional center for rail transportation and manufacturing industry, becoming a primary railyard and shops location for the Baltimore and Ohio Railroad. The period from 1890 to 1930 was one of particularly rapid growth for the city, tripling from 12,729 inhabitants in 1890 to 37,747 in 1930 as it matured as an industrial town. The B&O was the largest Cumberland employer, with over 2,000 employees in 1906. The presence of the railroad company led to the creation of steel and iron facilities, such as the B&O Rolling Mill, but also drew other manufacturers to locate there based on the ease of transportation due to the town's function as a rail junction. These industrial concerns included the Maryland Sheet and Steel Company, a maker of tin plate, the Cumberland Breweries, a major brewer, two glass factories, two silk mills, a cotton mill, lumber mills, furniture factories, and "numerous" tanneries. During and just after World War I the advent of two major manufacturing firms, the Kelly-Springfield Tire Company (began construction 1917, commenced production 1920) and the Celanese Corporation, a maker of synthetic fiber (began production around 1924), impelled further population growth.

<sup>2</sup> Albert C. Rose and Carl Rakeman, *Historic American Roads: From Frontier Trails to Superhighways* (New York: Crown Publishers, Inc., 1976), 48; Allegany County Land Record Liber 68, Folio 483.

# Maryland Historical Trust

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The two new factories caused a housing boom within the city and also evidently led to the initial growth of suburbs that were easily accessible by streetcar and automobile.<sup>3</sup>

### *The Electric Railway in Allegany County*

The development of a practical electrified streetcar in the late 1880s led to a proliferation of trolley lines across the country during the early 1890s. In Allegany County, the pioneering Cumberland Electric Railway Company began operations in July 1892, carrying 7,000 people on the first day between North Centre Street, Cumberland, and Narrows Park (located about 1.2 miles east of the historic district). Not satisfied with the prospect of revenue garnered from local in-town operations, the railway company had followed the example of other American streetcar companies and established a recreational facility situated near the western end of the Narrows. The Hagerstown newspaper, *The Herald and Torch Light*, published a description of the planned Narrows Park in 1891:

One of the enterprises which the spirit of development now making itself felt in Cumberland is likely to prosecute to success is "a park in the narrows," a mountain resort to be made accessible by electric railway. The site of this resort is what is known as "The Seiss Grove," two miles out, in a picturesque locality. Drives and walks will be laid off. The improvements will include also a large dancing pavilion, dining-rooms, café, a large lake to be stocked with trout, and other accessories for public entertainment.<sup>4</sup>

In 1914, Kirkstetler Amusement leased the park land and "...improved the facilities by installing a roller coaster, merry-go-round, and miniature railroad."<sup>5</sup> Crowds thronged the park during the summer months as the trolley line sought to accommodate the multitudes in its open-sided streetcars.

With the seeming success of the Cumberland trolley lines, other entrepreneurs sought to construct an electrified route from Cumberland into the Georges Creek coalfield area. After a number of unsuccessful starts and successive recombinations of business entities, investors formed the Cumberland and Westernport Electric Railway. This interurban trolley company began construction of its line from Cumberland through Frostburg in May 1901 with the line following along the route of the National Highway (present-day ALT US 40) through the location of the historic district. The line began service between Cumberland and Frostburg, including a stop at Narrows Park, in April 1902. By December 1903, the electric cars reached Westernport and the company had completed its route.<sup>6</sup> In addition to the Narrows Park, streetcar patrons had access to Allegany Grove, a Methodist-owned and operated camp meeting where Chautauqua Movement-style worship meeting, educational sessions and entertainment were provided every year during August from 1890 to 1918.<sup>7</sup> The trolley would have a significant impact on LaVale by providing impetus for the early-twentieth-century subdivision of land to provide home sites to members of the upper-middle and middle classes who worked in Cumberland.

By the mid-1920s, the rise in popularity of the automobile was taking a severe toll on the business of electric streetcar companies across the nation. It was a time of prosperity, with the automobile at the same time becoming more affordable due to improvement of

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<sup>3</sup> Joseph H. Weaver, *Cumberland 1787-1987, a Bicentennial History* (Cumberland, Maryland: The City of Cumberland and the Cumberland Bicentennial Committee, 1987), 2-5, 11-12, 22, 26, 34-35, 50-51.

<sup>4</sup> *The (Hagerstown, Maryland) Herald and Torch Light*, 30 April 1891,

<sup>5</sup> Dan Whetzel, "Trolleys: The Forgotten Rail Lines of Allegany County," *Mountain Discoveries*, Fall/Winter 2005, 56-57.

<sup>6</sup> Deane E. Mellander, *Rails to the Big Vein: The Short Lines of Allegany County, Maryland*, (Kensington, Maryland: Potomac Chapter, National Railway Historical Society, 1981), 17

<sup>7</sup> Albert Feldstein, *Feldstein's Top Historic Postcard Views of Allegany County, Maryland*, (Cumberland, Maryland: Commercial Printing Company, 1997), 33.

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production lines, and hence more numerous. In addition to the reduction in demand for streetcar service, the need for improved roadways was resulting in the removal of electric traction systems.<sup>8</sup>

The Cumberland & Westernport Electric Railway continued as a profitable operation until 1924, but then underwent a serious and terminal decline in ridership. The final run between Cumberland and Frostburg took place in August 1927, with the trolleys replaced by motorbuses from thence forward.<sup>9</sup> Two years later, road crews removed the former trolley rails and ties while widening U.S. Route 40, the National Road. Streetcar service within the city of Cumberland ended in 1931. Narrows Park also closed concomitantly with the end of Cumberland Electric Railway streetcar service, since the trolley company had owned the park from its inception.<sup>10</sup> By the demise of Narrows Park, however, another amusement park in the area had been created, one more oriented toward automobile travel. The newer recreational attraction was Crystal Park, established in the 1920s at a location near the former Allegany Grove Camp Meeting site. Crystal Park operated until the 1940s.<sup>11</sup>

### *Suburbanization in America, ca. 1888-ca. 1935*

Historian Kenneth T. Jackson attributes the gradual rise of suburban residential development in America after 1840 to several factors: the availability of transportation for commuters via steam railroad and electric streetcar; the American cultural emphasis on the single-family dwelling as the healthiest environment for family life; the increasing preference for a house to be accompanied by a garden and a manicured lawn; the traditional American antipathy to the city and belief in the salubrity of rural life; the growth of an upper middle class of corporate managers, professionals and small-business proprietors who could afford to build substantial houses and maintain servants to facilitate life in them; and the increasing desire for access to recreation that was enabled by suburban country clubs. The proliferation of railroad lines across the nation, especially after 1865, provided opportunities for developers to create small suburban communities where the prosperous could live amid fresh air and spacious lawns. Railroad suburbs were relatively few, relatively small and comparatively elite in terms of their homeowners' socioeconomic status. Because steam engines were difficult to start and stop, and generated speed slowly, suburban residential development served by train had to be spaced a mile or two apart, and the communities could only be as large as would permit an easy walk to the station for any resident. Commuting to the city by steam train was expensive and generally quite time-consuming, so that residence in these suburbs was effectively restricted to the well-to-do. The horse-drawn streetcar enabled suburban developments to be created for people of more modest circumstances during the period 1870-1890, but these subdivisions remained limited in number and were necessarily located fairly close to the central downtown district.<sup>12</sup>

The spread of electric streetcar lines, beginning in the late 1880s, expanded the suburban residential landscape located just outside America's biggest cities and altered its character to some degree. There was no need to space streetcar stops at long intervals, and fares were easily affordable, so suburban developments served by streetcar lines could be extensive, with home construction along or within walking distance of the line. Developments could be made up of relatively modest middle-class housing, including buildings for one, two or three families. The streetcar also enabled the continued development of upper-middle-class subdivisions. The interurban streetcar line, a trolley route running a considerable distance to connect a city with surrounding towns, arose during the

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<sup>8</sup> Whetzel, 56-57.

<sup>9</sup> Francis B. Tosh, "The Cumberland and Westernport Electric Railway," *The Bulletin: National Railway Historical Society* (Fourth Quarter 1963): 30.

<sup>10</sup> Whetzel, 57.

<sup>11</sup> James Rada, "Streetcars, Subways Characterized LaVale," *Cumberland (Maryland) Times News*, 27 March 2001, sec. "Progress 2001," p. 2.

<sup>12</sup> Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 35-38, 47-52, 54-61, 68-72, 89-92, 97-99).



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later stage of the streetcar era, beginning ca. 1900. Among other effects, the interurban line facilitated residential development in the "rural borderland" favored by more prosperous commuters in search of an enjoyably pastoral lifestyle. When a new interurban line was constructed, historian Dolores Hayden asserts, a new round of residential development occurred along the line.<sup>13</sup>

The construction of a streetcar line led directly to the commoditization of the developable land lying to either side of the alignment, with farm tracts divided into lots varying in size and affordability from one subdivision to the next. Kenneth Jackson notes that during the early years of the streetcar era, the affordability of land for residential purposes was aided by a sustained agricultural depression that kept the cash value of agricultural land low, encouraging landowners to sell land at a reasonable price.<sup>14</sup> Businessmen of the period saw land subdivision and the trolley business as intertwined, one of them referring to the relationship as being like "two pockets in the same man's trousers."<sup>15</sup> One factor still acted to discourage the suburban sprawl that would become endemic after 1945: the need for development to remain within a five- to ten-minute walking distance of the trolley line. Lewis Mumford's comment, "As long as the railroad stop and walking distances controlled suburban growth, the suburb had form," still applied in large degree during the streetcar era.<sup>16</sup>

"Man made the town; God made the country." So ran a caption in an edition of the *Farm Journal* published in 1903. A cultural trend known as the Country Life movement emerged in America around 1890 and flourished until ca. 1930 and the onset of the Great Depression. This trend represented in part a surge in prevalence and intensity of a cultural strain of anti-urbanism always present in American society. During the turn-of-the-century era, the Country Life movement lent momentum to upper-middle-class Americans' enthusiasm for spacious suburbs, accessible by interurban streetcar, where they might breathe fresh air, watch their offspring gambol about a broad lawn, tend gardens, have easy access to rustic recreation, and even have fresh eggs or milk from their own chickens or cow. Developing in America as well as Europe in reaction to burgeoning industrialization and urbanization and a sense that authentic rural life was on the wane, the Country Life movement represented a groundswell of nostalgia for the Arcadian past that had a pervasive effect on upper-middle- and middle-class culture.<sup>17</sup>

Streetcar subdivisions were prevalent from the late 1880s until the late 1920s, with national streetcar use reaching its high point in 1923. There was generally no distinct break in the design of residential subdivisions between the periods of streetcar and automobile use. As transportation demands continued to increase alongside the growth of cities, the automobile was adopted by increasing numbers of the upper-middle class, while streetcars continued to be serve the middle and working class. The period from 1945 onward would usher in a new phenomenon of widespread automobile-oriented suburbanization, founded in large measure on a massive federally funded program of highway construction. The post-war suburbanization would ultimately transform the American landscape and have pronounced effects on the day-to-day mode of life of most Americans.

### *LaVale: A Suburb of Cumberland, Maryland*

The town of LaVale (an unincorporated town as of 2006) began to coalesce as a suburban community soon after the streetcar line began service through the location in April 1902. The relatively long and narrow town extends along either side of ALT US 40 (the National Highway) for approximately 2.75 miles from the west end of the Narrows (situated about three miles west of Cumberland)

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<sup>13</sup> Dolores Hayden, *Building Suburbia: Green Fields and Urban Growth, 1820-2000*, (New York: Pantheon, 2003), 71-76, 92-94.

<sup>14</sup> Jackson, 129-130.

<sup>15</sup> Hayden, 93.

<sup>16</sup> Jackson, 101.

<sup>17</sup> Swank, Scott T. "Man Made the Town, God Made the Country: The Photography of H. Winslow Fegley," In *Farming Always Farming: A Photographic Essay about Rural Pennsylvania German Land and Life by H. Winslow Fegley (1870-1944)*, eds. Alan G. Keyser and Frederick S. Weiser (Birdsboro, Pennsylvania: Pennsylvania German Society, 1987), 3, 15-18.

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westward to the place formerly known as Allegany Grove (marked by present-day Campground Road). LaVale's entire history has been as a residential suburb for commuters who work in Cumberland or its immediate vicinity. The town was one of just two suburban communities that began to develop as satellites of Cumberland during the early twentieth century, Wiley's Ford in West Virginia being the other. Other subdivisions of the period were situated immediately adjacent to the existing city, and were soon annexed.

The first subdivisions were undertaken during ca. 1903-1904 as a direct response to the opening of the trolley line to Cumberland and the opportunity the streetcars provided for real estate investment. The creation of subdivisions located directly along the National Highway continued at intervals after the demise of the streetcar in 1927 and up to the 1950s. The largest subdivision was surveyed in 1904, apparently the one for which the name "LaVale" was coined and intended as an elite residential community designed to appeal to those who wanted to experience life in the country. The most intensive activity in making subdivisions occurred from ca. 1917 to ca. 1923, however, during the period when the Kelly-Springfield Tire Company and the Celanese Corporation were building and opening major factories in Cumberland. The subdivision investors offered land at a reasonable price to workers who wanted to live away from the center of employment, and from ca. 1917 onward LaVale developed as a community of people of modest middle-class circumstances. Despite the extensive subdivision activity, although a few hundred homes were constructed before World War II mostly during the period ca. 1917 to ca. 1935, it was not until after 1945 that most of LaVale's subdivisions really began to fill in with houses and other construction.

LaVale went through a major transition after 1945. The population grew rapidly from that time onward, and substantial retail commercial development began to take place. In 1946, the LaVale Civic Improvement Association was established to help guide the growth and safeguard the wellbeing of the community. The Improvement Association has in effect functioned as a town government for many purposes, responding to the expressed needs of the community's citizens and carrying out numerous programs for the betterment of the town.

### *Suburbanization in West LaVale*

Early twentieth century suburbanization of western LaVale was influenced by the presence of the Methodist's Allegany Grove Camp Meeting, previously established ca. 1890. Following the completion of the Cumberland and Westernport Electric Railway in 1902, the camp and surrounding area was easily accessible due to the railway's establishment of a streetcar stop at Allegany Grove.<sup>18</sup> The Allegany Grove Camp Meeting Association sold 235 tent lots in the grove, with the lot holders entitled to erect wood-frame cottages. At its height, the grove featured a tabernacle, hotel, pavilion, and 75 summer cottages.<sup>19</sup> The grove functioned for the entirety of August, with concerts, lectures, stage shows in addition to sermonizing and preaching.<sup>20</sup> As an outgrowth of the activities at Allegany Grove, the Chautauqua movement began holding meetings there beginning in the early twentieth century.<sup>21</sup> It is likely that small commercial businesses, such as stores, established operations around Allegany Grove to capitalize on the streetcar traffic and campers that migrated to the area each August. If such operations did exist, no remnants are readily visible in 2006.

The early twentieth century subdivision of East LaVale appealed to the Country Life sensibilities of upper-middle-class Cumberland residents. The high-style dwellings in East LaVale dominated the landscape and contributed much to imbue LaVale with the special character as an attractive and desirable residential community located outside the City of Cumberland. However, the grandeur of East LaVale was not a financial option for the working-class residents of Cumberland, and thus they looked at the more affordable area of West LaVale.

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<sup>18</sup> J. William Hunt, "Across the Desk," *Sunday Times* [Cumberland, Maryland], 20 August 1950.

<sup>19</sup> Feldstein, 33.

<sup>20</sup> Hunt, n.p.

<sup>21</sup> *Ibid.*

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Subdivision of land fronting the National Highway in western LaVale—roughly between present-day Campground Road to the west and East Street to the east—occurred between ca. 1903 through ca. 1947. Initially, the development focused on the land fronting National Highway in the immediate vicinity of Allegany Grove. For example, on November 5, 1903, Webster Long sold off three lots fronting the north side of National Highway—and opposite the Allegany Grove camp.<sup>22</sup> Reflecting the influence of the neighboring Allegany Grove, these lots included provisions prohibiting the sale of “spirituous liquor.” Several years later, as evidenced in a deed dated November 4, 1908, the Allegany Grove Camp Meeting Association subdivided their land fronting National Highway into lots.<sup>23</sup> Another early subdivision in the vicinity of Allegany Grove occurred in 1912, when Webster Long laid out his “Long Lots”—comprised of 22 “farms” fronting the north side of National Highway and 16 rectilinear lots on the south side of National Highway. The “farms” fronting the north side of National Highway were later subdivided again. In addition to this activity creating comprehensive subdivisions, the evident pre-1910 age of some individual houses in the historic district (based on tax assessment data and field observation), such as 1010 and 1055 National Highway, were built by people who had purchased individual lots that would be included in later subdivisions.

Only one house in the three early subdivisions in the vicinity of Allegany Grove is thought to date before 1910 (1010 National Highway is attributed to ca. 1905 by tax assessment records).<sup>24</sup> The lack of pre-1910 construction in the district may indicate lot purchases and house construction in the Allegany Grove area were slower to start than the subdividing investors would have liked.

The origin of the place name “LaVale” is unknown—no document has been found that enables a direct attribution of its origin—but the earliest known instance of its use appears in a real estate advertisement placed in the October 6, 1905, edition of Cumberland’s *The Evening Times* by realtor Thomas E. McLaughlin:

### La-Vale

Before purchasing or building at the beautiful La-Vale, examine the property this side of Allegany Grove, that I can sell you for less money than it can be built for (*Evening Times* 1905:5).

This advertisement, evidently offering an extant house near the camp meeting property, suggests that the name “LaVale” had possibly been coined by the Allegany County Improvement Company for its grandiose 1904 subdivision east of Allegany Grove. Newspaper advertisements dating to 1907 also suggest the eastern area was initially known as LaVale, although over time its name was adapted to include the area formerly known as Allegany Grove

The second phase of suburbanization (ca. 1917- ca. 1923) in western LaVale included not only the development of Allegany Grove itself, but also extended further north and east of the initial ca. 1903-ca. 1913 development. “LaVale Park,” laid out in 1919 includes the eastern most section of the West LaVale Historic District.<sup>25</sup> Although laid out in 1914, it is likely “Warfield Place” was not occupied for several years, as evidenced by a deed dated November 15, 1920.<sup>26</sup> “Warfield Place”—laid out perpendicular to the National Road—actually derived out of a portion of Webster Long’s “Long Lots.” Residential development of Allegany Grove also dates to this time period. One of the subdivisions made in 1918, in effect represented a liquidation of the Allegany Grove Camp Meeting ground. The Camp Meeting Association had first gone bankrupt and been put in receivership in March 1915, apparently a

<sup>22</sup> Allegany County Land Record Liber 94, Folio 53.

<sup>23</sup> Allegany County Land Record Liber 112, Folio 587.

<sup>24</sup> Allegany County Assessment Record (2006); *The Evening Times* [Cumberland, Maryland], 1 April 1907, p. 1.

<sup>25</sup> Allegany County Land Record Liber 127, Folio 484.

<sup>26</sup> Allegany County Land Record Liber 134, Folio 723.

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result of the devastating fire of 1914. After a second fire in 1918, the Circuit Court of Allegany County ordered the sale of the property in July of that year. Three months later, the 26-acre property was conveyed to D.P. Miller and his partner David A. Robb.<sup>27</sup> Considerable construction of houses took place in the area along and just east of the old Allegany Grove property during the years 1918-1935.<sup>28</sup> Why this neighborhood acted as a magnet for people moving out from Cumberland is not clear, although the reasons may have included the availability of lots that were less expensive than those within or nearer to the Allegany County Improvement Company 1904 subdivision to the east.

It is also possible that the camp meeting had already given rise to a small group of businesses in this area that catered to travelers on the National Highway, and that this commercial hamlet attracted new residents. Commercial properties were constructed just west of this residential area and included businesses that specifically catered to travelers on the National Highway, such as the Emporium, a combination of service station, restaurant and small general store (1068 National Highway). One of the dwellings in the western end of the district (1060 National Highway) was the former office/gift shop of the Kozy Kamp Motel. Tourist cabins associated with the motel were located on the present-day site of the BP Gas Station, which is located at the western edge of the district. Today, this highly altered building continues under commercial use. Based on an examination of video footage of the corridor taken in 1964 by the local planning office, at least three post-1920 gas stations, several lodging establishment, and one restaurant were located between East and Grant Streets, east of the district. These establishments were demolished after 1964 to make way for modern commercial development.<sup>29</sup>

Prior to 1917, for each subdivision in LaVale, construction usually lagged behind the survey of the lots by several years. By 1935, however, based on tax assessment dates of construction and field observation, the vicinity of the West LaVale Historic District had become a thriving suburban community. Perhaps it took the years from 1903 to 1916 for enough construction by adventurous souls to have taken place so that LaVale could cross a threshold into the status of an observably attractive residential community to Cumberland's middle-class eyes.

Although the streetcar line evidently declined in usage by area residents after 1924, and was discontinued altogether in 1927, so that trolley service was no longer an element in drawing new residents to LaVale, the pattern of development for the area appears to have continued along essentially the same lines. Presumably many of the residents owned automobiles, although some may have relied on the new bus service for commuting and shopping. Although there would be a relative slowdown in construction during the late 1930s and the World War II years, LaVale was entering a transition in which it would become an area of typical American post-war suburban development.

### *Development in LaVale, 1936 to the Present*

The years from 1936 through 1945 appear to have composed a comparatively quiet interval in the development of LaVale, although construction of dwellings continued in the existing subdivisions, with the majority of the development occurring on the side streets that ran north and south of the National Highway (ALT US 40). No new subdivisions were created. The houses built in and around the historic district during this decade, relatively small and modest in character, consisted very largely of one-and-a-half-story examples of the Minimal Traditional style and cottage-like, one-story buildings lacking architectural detailing.

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<sup>27</sup> Allegany County Land Record Liber 125, Folio 463.

<sup>28</sup> Allegany County Assessment Record (2006).

<sup>29</sup> J.F. Zimmerman, Footage along National Highway in LaVale, Maryland taken for Super 8 Motel on 27-28 October 1964 (LaVale, Maryland: LaVale Zoning Board, 1964), videocassette.



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Around 1946, following the close of World War II, a powerful new current of development came to LaVale that resulted in a transformation of the community from an example of the streetcar suburb with ca. 1920 and later tourism establishments to one representing the extensive, automobile-based postwar form of suburb that was beginning to spread rapidly over the national landscape. Allegany County High School students compiling a 2004 publication on the county's history during the 1950s asserted that

People were drawn to LaVale because of the open territory, clean air, and proximity to a major highway [the National Highway or U.S. Route 40]. It was a convenient, centrally located place to live (Allegany High School 2004:70).

With burgeoning schools, other community institutional and governmental resources of its own, and an ever increasing number of retail and service commercial businesses, LaVale like other relatively large suburban communities became a "town outside the town," linked to Cumberland for the purpose of its residents' employment but otherwise mostly autonomous for purposes of daily life. Within the past few decades, especially since the completion of Interstate Highway 68 in 1991, the western fringe of LaVale along ALT US 40 has been the scene of expansion in commercial strip development typical of similarly situated suburban communities around the nation.

### *Suburban Architecture in West LaVale*

The dwellings erected on these initial subdivision in western LaVale were significantly more modest—and more vernacular—than their often high-style counterparts in eastern LaVale. The most common early example of vernacular architecture includes the ca. 1905-1910 two-story dwellings with cross gables at the front elevations and ells at the rear elevation.

During the early-twentieth century, the romantic styles of the previous period were generally replaced by new styles, including the Colonial Revival, and smaller, newer forms, such as the Bungalow. A few housing forms were built repeatedly, with limited stylistic pretension applied to a vernacular shell. The most common forms of this period were the Bungalow and the American Foursquare. These forms featured more open floor plans than the central hall dwellings of earlier periods and they quickly became the new traditional vernacular forms. While the home a central hall was still occasionally constructed during this period, the open floor plan became much more common.

The majority of dwellings fronting the National Highway in the West LaVale Historic District consist of one-and-one-half-story buildings, predominantly representing renditions of the Bungalow form with varying degrees of Craftsman stylistic elaboration dating from the 1920s and 1930s. The Craftsman style was stimulated by the work of brothers Charles Sumner Greene and Henry Mather Greene, who were inspired by the English Arts and Crafts movement's emphasis on craftsmanship, native materials, and the harmony of building construction with the natural environment. The Bungalow form and Craftsman style homes were featured extensively in numerous period publications, including popular magazines and pattern books. Construction of the Bungalow form appears to have been persistent in the district with some examples dating as late as 1935.

The American Foursquare was a common early twentieth-century suburban house form. Essentially a subtype of the Prairie style of building, American Foursquares commonly have hipped or pyramidal roofs, and are symmetrical, although entrances, which are located on the front façades, may be off center. Similar to the Bungalow, the Foursquare was built of a variety of materials including brick, frame, and concrete block.

Although no evidence was located, several of the dwellings in the district have the form of manufactured housing. The proximity of the dwellings to the rail line is also suggestive of the possibility of factory housing. Factory-built homes began appearing on the market as early as the 1880s as a low cost alternative to home building for the middle class. Manufacturers included blueprints, instructions, and sometimes supervision of the construction process. These "mail-order homes" usually offered all the materials buyers

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needed to build their own home, including many modern conveniences, such as indoor plumbing and electricity. Prospective buyers simply picked the style they wanted and sent in the order form. Within weeks of ordering, boxcars delivered the approximately 30,000 individual pieces to the nearest rail yard. While most of the mail order houses did not offer innovative approaches to design; they did reflect the popular, established styles already accepted by many Americans.<sup>30</sup>

While many companies offered manufactured homes during the early twentieth century, none dominated the market like Sears, Roebuck & Company. Beginning in 1908 and ending in 1940, Sears' Modern Homes Division sold over 75,000 homes in over 400 different designs. Most of the houses that Sears offered were in a price range that was well within reach of members of the middle class. In addition, Sears offered generous mortgage terms to many buyers.<sup>31</sup> In 1934, Sears liquidated \$11 million worth of home loans and closed the Modern Homes Division. Sears reopened the Division in 1935 and continued to sell homes, although the company did not aggressively market the catalog homes as they had previously. Sears published their last Modern Homes Catalog in 1940.<sup>32</sup>

A change in building materials took place around the turn of the century, as improving transportation and technology made mass-produced building materials, including concrete, crushed stone, and cinder block, available, replacing fieldstone, and other traditional masonry materials. Cut lumber was brought in by rail from the west as local lumber supplies became depleted. These new, cheaper materials were used for most residences, as reflected in the dwellings of the West LaVale Historic District.

After ownership of the automobile became popular, garages began to appear on residential properties. These early garages were not generally attached to the house, and were generally located either beside or behind the residence at the end of the driveway.

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<sup>30</sup> Rosemary Thornton, "Mail-order Houses," *The Christian Science Monitor*, 12 June 2002, 11.

<sup>31</sup> *Ibid.*

<sup>32</sup> *Ibid.*

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Number 9 Page 1

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---. *Fifteenth Decennial Census. Population Schedules, 1930*. Microform edition. Washington, D.C.: National Archives and Records Administration.

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## 10. Geographical Data

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Acreage of surveyed property 18.00 acres  
Acreage of historical setting 18.00 acres  
Quadrangle name Cumberland

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

The boundary begins at a point at the northeast corner of the intersection of Bane Street and the National Highway and extends along the north side of the highway before extending south along the eastern boundary of the tax parcel at 1066 National Highway. The boundary continues east along the southern boundaries of those parcels that adjoin the National Highway to the parcel at 960 National Highway. The boundary then turns north and follows along the west side of East Street. It follows along the north side of tax parcels at 960-970 National Highway before extending north to cross the National Highway and follow along the eastern boundary of the tax parcel at 979 National Highway. The property then extends west along the northern boundaries of those parcels that adjoin the National Highway to the western boundary of the dwelling at 1061 National Highway where the boundary extends south to the point of beginning.

The boundaries of the district are based on several factors, the most of important of which being the original limits of the streetcar subdivisions. The boundaries include the boundary of Long Lots, a subdivision surveyed on the south side of the National Highway for Webster Long (1912) and portions of the following subdivisions that were built up by 1935: Warfield Place, surveyed on the north side, 1920; LaVale Park, surveyed on south side, 1919; an unnamed subdivision, surveyed on the north side, 1921, and Volk's Addition, surveyed on the north side, 1931. The boundaries do not include peripheral areas that were built up after 1935, suffer from a loss of integrity, or were not historically under residential use. Areas outside of the district were also evaluated for inclusion, but were found to have too many visual intrusions due to noncontributing buildings or to contain substantial construction and architectural styles from later periods. When evaluating the area for defensible historic district boundaries, A. D. Marble & Company consulted with staff at the Maryland Historical Trust and the State Highway Administration. The historic district follows the boundaries of planned subdivisions as closely as possible while factoring in the integrity of resources.<sup>33</sup>

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<sup>33</sup> National Park Service, *National Register Bulletin: Defining Boundaries for National Register Properties* (Washington, D.C.: United States Department of the Interior, 1997).



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. AI-V-B-323

Name West LaVale Historic District  
Continuation Sheet

Number 9 Page 2

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### 11. Form Prepared by

---

name/title	Catherine Dluzak, Barbara Frederick, Philip Pendleton, Emma Young		
organization	A.D. Marble & Company	date	March 27, 2006
street & number	10989 Red Run Blvd., Suite 209	telephone	(410) 902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

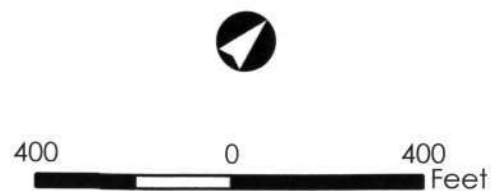
return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

## West LaVale Historic District (AL-V-B-323), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
115	960 NATIONAL HWY	1924	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
116	962 NATIONAL HWY	1920	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
118	964 NATIONAL HWY	1935	Domestic	Bungalow/Craftsman	Stone	Asphalt	Brick	Contributing
119	970 NATIONAL HWY	1930	Domestic	Bungalow/Craftsman	Stucco	Asphalt	Brick	Contributing
120	972 NATIONAL HWY	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
121	974 NATIONAL HWY	1935	Domestic	Bungalow/Craftsman	Stone	Asphalt	Brick	Contributing
123	979 NATIONAL HWY	1910	Domestic	Four Square	Concrete	Asphalt	Vinyl	Contributing
124	982 NATIONAL HWY	1933	Domestic	Bungalow/Craftsman	Stucco	Asphalt	Stucco	Contributing
126	990 NATIONAL HWY	1920	Domestic	Vernacular	Concrete	Asphalt	Vinyl	Contributing
128	996 NATIONAL HWY	1941	Domestic	Cape Cod	Concrete	Asphalt	Aluminum	Noncontributing
129	997 NATIONAL HWY	1918	Domestic	Tudor	Stucco	Asphalt	Stucco	Contributing
130	1006 NATIONAL HWY	1915	Domestic	Vernacular	Concrete	Asphalt	Vinyl	Contributing
131	1009 NATIONAL HWY	1945	Domestic	Ranch Style	Stone	Asphalt	Stone	Noncontributing
132	1010 NATIONAL HWY	1905	Domestic	Vernacular	Concrete	Asphalt	Aluminum	Contributing
133	1014 NATIONAL HWY	1918	Domestic	Four Square	Concrete	Asphalt	Brick	Contributing
134	1018 NATIONAL HWY	1917	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Asbestos	Contributing
135	1021 NATIONAL HWY	1924	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
136	1022 NATIONAL HWY	1930	Domestic	Colonial Revival	Stone	Asphalt	Weatherboard	Contributing
137	1023 NATIONAL HWY	1928	Domestic	Four Square	Stone	Asphalt	Brick	Contributing
138	1025 NATIONAL HWY	1850	Domestic	Vernacular	Stone	Asphalt	Vinyl	Noncontributing
139	1026 NATIONAL HWY	1940	Domestic	Tudor	Brick	Asphalt	Brick	Noncontributing
141	1035 NATIONAL HWY	1951	Domestic	Cape Cod	Concrete	Asphalt	Aluminum	Noncontributing
142	1036 NATIONAL HWY	1930	Domestic	Four Square	Concrete	Asphalt	Concrete	Contributing
143	1039 NATIONAL HWY	1956	Domestic	Ranch Style	Brick	Asphalt	Brick	Noncontributing
144	1040 NATIONAL HWY	1934	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing

## West LaVale Historic District (AL-V-B-323), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
145	1041 NATIONAL HWY	1918	Domestic	Colonial Revival	Stone	Asphalt	Vinyl	Contributing
146	1044 NATIONAL HWY	1920	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Aluminum	Contributing
147	1048 NATIONAL HWY	1915	Domestic	Vernacular	Stone	Asphalt	Vinyl	Contributing
148	1049 NATIONAL HWY	1917	Domestic	Bungalow/Craftsman	Stone	Asphalt	Stone	Contributing
149	1055 NATIONAL HWY	1905	Domestic	Vernacular	Concrete	Asphalt	Stucco	Contributing
150	1059 NATIONAL HWY	1935	Domestic	Cape Cod	Brick	Asphalt	Brick	Contributing
151	1060 NATIONAL HWY	1915	Domestic	Vernacular	Stone	Asphalt	Aluminum	Contributing
168	1061 National Highway	1905	Domestic	Vernacular	Concrete	Asphalt	Vinyl	Contributing
181	1032 National Highway	1935	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Weatherboard	Contributing
188	1050 National Highway	1915	Domestic	Vernacular	Stone	Asphalt	Vinyl	Contributing



- |                          |                 |        |
|--------------------------|-----------------|--------|
| Area of Potential Effect | Noncontributing | Anchor |
| Historic District        | Contributing    |        |

INDEX MAP



SCALE

DRAWN BY  
JPB  
CHECKED BY

A.D. Marble & Company  
3913 Hartzdale Drive  
Suite 1302  
Camp Hill PA 17011  
717-731-9588

DATE  
Mar 27, 2006  
JOB NO.  
P-754D  
Sheet 1  
of 1

TITLE

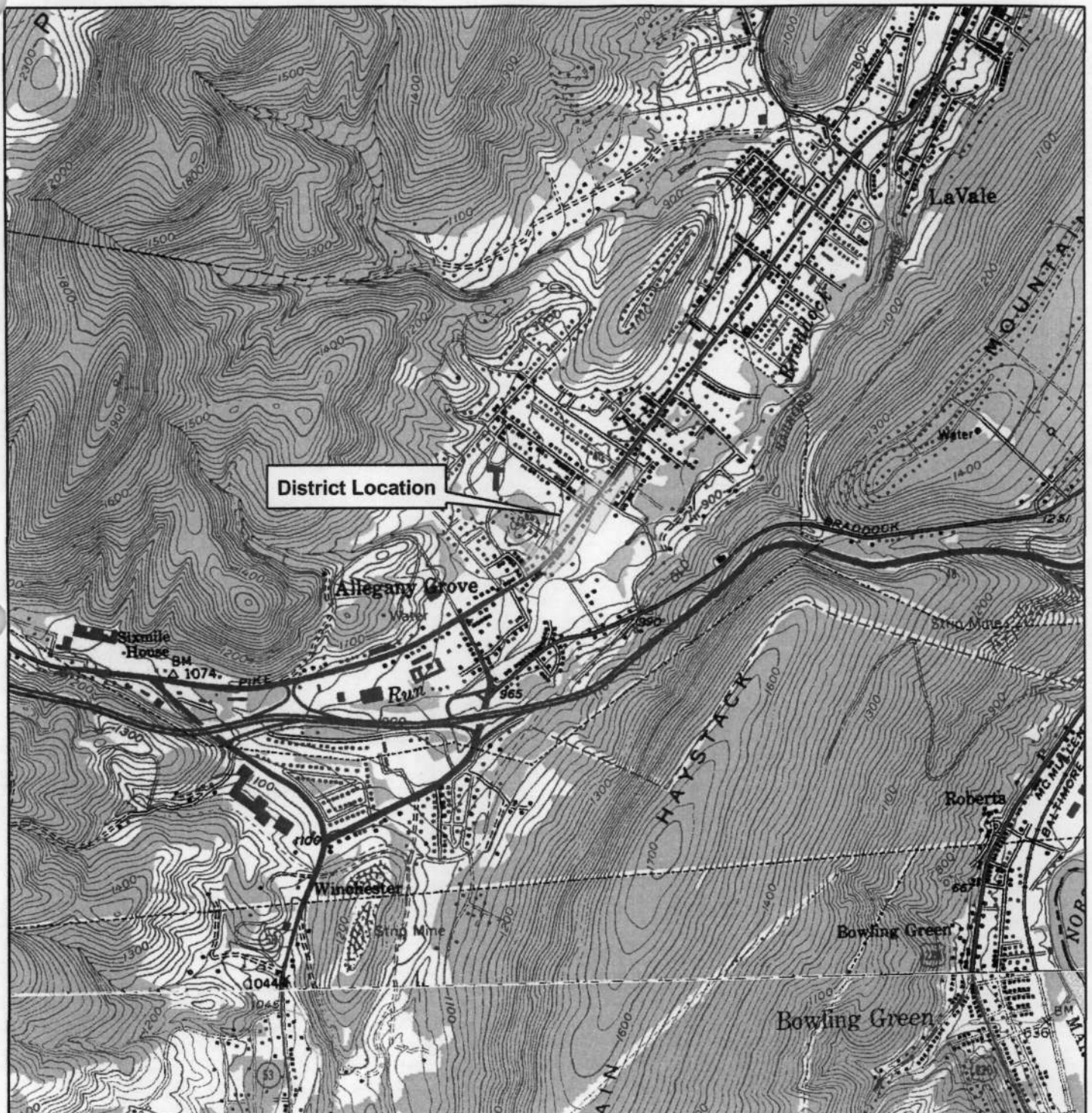
**Resource Sketch Map  
West LaVale Historic District  
(AL-V-B-323)**  
ALT US 40  
LaVale, Allegany County, MD



# West LaVale Historic District (AL-V-B-323)

ALT US 40 Streetscape Improvements

LaVale, Allegany County, Maryland



2,000 0 2,000 Feet



Sources: USGS 7.5' Topographic Quadrangle,  
National Elevation Dataset, ESRI



ALV-B-323

1060, 1050 National Hwy (ALT US 40);

West Latale Historic District

Allegany County, MD

B. Fredenck

03.2006

MD SHPO

View from Bane Street east down National Hwy (ALT US 40),  
western end of ~~West~~ Latale Historic District

1/20

NEW LOCATION  
**THE Art Gallery**  
OPENING Nov. 1st

5

rd.  
*Cumberland*

bpi  
  
**CONVERGENCE**  
237  
247  
**DIESEL**





AL-V-B-323

western end of West LaVale Historic District

Allegheny County, MD

B. Fredenck

03.2006

MD SHPO

view east on National Hwy (Alt US 40) from

Bane Street

2/20



AL-V-B-323

1055, 1049 National Hwy (Alt US 40);

West LaVale Historic District

Allegany County, MD

B. Frederick

03, 2006

MD SHPO

Streetscape; (N) side of National Hwy; view to NE

3/20





AL-V-B-323

1050 National Hwy (Alt US 40);  
West Havale Historic District  
Allegany County, MD

B. Frederick

03.2006

MD SHPO

Residence at 1050 National Hwy (Alt US 40);  
north elevation

4/20



ALV-B-323

1047 National Hwy (Alt US 40);  
West LaVale Historic District  
Allegany County, MD

B. Frederick

03.2006

MD SHPO

LaVale Fire Station # 2, west & south elevations

5/20





AL-V-B-323

1044, 1040 National Hwy (Alt US 40);  
West LaVale Historic District

Allegheny County, MD

B. Frederick

03.2006

MD SHPO

streetscape; south side of National Hwy (Alt US 40);  
view to SE

6/20



AL-V-B-323

1041 National Hwy (ALT US 40);  
West LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

~~RID~~ SHPO

Residence at 1041 National Hwy (ALT US 40);  
South & west elevations

7/20



AL-V-B-323

1039, 1035 National Hwy (Alt US 40),

West Lavale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; north side of National Hwy (Alt US 40);

view to NE

8/20





ALV-B-323

1036 National Hwy (Alt US 40);  
West Lavale Historic District

Allegany County, MD

B. Fredenck

03 2006

MD SHPO

Streetscape; south side of National Hwy (Alt US 40);  
view to SE

9/20



AL-V-B-323

1026 National Hwy (Alt US 40);

West Latale Historic District

Allegheny County, MD

B. Fredenick

03.2006

MD SHPO

Residence at 1026 National Hwy (ALT US 40);

North elevation

10/20





AL-V-B-005, AL-V-B-323

Five Mile House, NON-contributing to AL-V-B-323 (West Latake  
Historic District)

Allegheny County, MD

B. Frederick

03.2006

MD SHPO

South's west elevations, view to NE

11/20



ALV-B-323

1022, 1018, 1014 National Hwy (Alt US 40)  
West Laval Historic District  
Allegheny County, MD  
B. Frederick

03.2006

MD SHPD

Streetscape; south side of National Hwy (Alt US 40);  
view to SE

12/20



AL-V-B-323

1023, 1021 National Hwy (Alt US 40);

West LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; @ side of National Hwy (Alt US 40); view  
to NW

13/20





AL-V-B-323

1014 National Hwy (Alt US 40);  
West Lavale Historic District

Allegany County, MD

B. Friedenck

03.2006

MD SHPO

Residence at 1014 National Hwy (Alt US 40);  
north & west elevations

14/20



AL-V-B-323

997 National Hwy (ALT US 40);  
West Lavale Historic District  
Allegany County, MD  
B. Frederick

03.2006

MD SHPO

Residence at 997 National Hwy (ALT US 40);  
South & west elevations

15/20





ALV-B-323

996, 990, National Hwy (ALT US 40);

West Llavale Historic District

Alligany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; south side of National Hwy (ALT US 40);  
view to SE

16/20



AL-V-B-323

992, 974, 972, 970, 964, 962 National Hwy (ALT US 40),  
West Lavale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPD

Streetscape, south side of National Hwy (ALT US 40);  
view to SE

17/20



AL-V-B-323

979 National Hwy (Alt US 40);  
West Latale Historic District  
Allegany County, MD

B. Frederick

03.2006

MD SHPO

Residence at 979 National Hwy (Alt US 40);  
West & south elevations

18/20





AL-V-B-323

974, 972, 970, 964 National Hwy (Alt US 40);

West LaVale Historic District

Allegany County, MD

B. Fredenck

03.2006

MD SHPO

Streetscape; (S) side of National Hwy (Alt US 40);

view to SW

19/20



AL-V-B-323

960, 962, 964, 970, 972, 974 National Hwy (ALT US 40);  
West LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; south side of National Hwy (ALT US 40);  
view to SW

20/20

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ☐  
no ☐

Property Name: 966-1060 National Highway Inventory Number: AL-V-B-323

Address: 966-1060 National Highway City: LaVale Zip Code: 21502

County: Allegany USGS Topographic Map: Cumberland Quadrangle

Owner: Multiple Owners

Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: LaVale Cellular Tower Site Agency: FCC

Site visit by MHT Staff: ☒ no ☐ yes Name: N/A Date: \_\_\_\_\_

Eligibility recommended ☐ Eligibility **not** recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☒ yes Name of district: Potential NR Eligible Dist., LaVale

Is district listed? ☒ no ☐ yes Determined eligible? ☐ no ☒ yes District Inventory Number: \_\_\_\_\_

Documentation on the property/district is presented in: Maryland Inventory of Historic Properties

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description of Property:

The 900-1000 block of the National Highway is part of an area of LaVale that was determined a "Potential NR-Eligible Historic District" by the Maryland Historical Trust in 1986. This block extends from number 996 west to number 1060, on both sides of the highway. It is the westernmost of four separate areas of LaVale that were mapped as potentially National Register eligible. This block includes the National Register listed Five Mile House at 1025 National Highway and a house at 990 National Highway (AL-V-B-322) which was determined eligible in 1998. Aside from the Five Mile House which dates from the 1840s and was associated with the early days of the National Pike, the majority of the buildings in this section of LaVale are American Foursquare and Bungalow dwellings of brick or frame construction. They date from the establishment of LaVale as a suburb of Cumberland in the early 20<sup>th</sup> century. Only a few buildings later than the 1940s have encroached into this early 20<sup>th</sup> century residential community.

Determination of Eligibility:

This block contains approximately 15 dwellings, of which only a few are later than the 1940s. The group is considered to be eligible for the National Register as a cohesive group of early 20<sup>th</sup> century dwellings representing the development of LaVale as a suburb of Cumberland. The collection represents the American Foursquare and Bungalow styles

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input checked="" type="checkbox"/> <u>AS A CONTRIBUTING RESOURCE IN LAVALE NR-ELIGIBLE HD</u>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
_____	
Reviewer, Office of Preservation Services <u>[Signature]</u>	Date <u>4/11/2001</u>
Reviewer, NR program <u>[Signature]</u>	Date <u>4/17/01</u>

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

AL-V-B-323

and the history of LaVale. In addition, the Five Mile House, a former National Pike Inn dating from the 1840s is listed in the National Register as a member of the National Pike Inns nomination.

Historic Context

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.<sup>1</sup> The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.<sup>2</sup> One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

The traffic on the pike waned after the mid 19<sup>th</sup> century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.<sup>3</sup> Activity on the road did not pick up again until the early 20<sup>th</sup> century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20<sup>th</sup> century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19<sup>th</sup> century in western Maryland.<sup>4</sup> In 1914, National Road traveler Robert

<sup>1</sup> Scharf, p. 1332.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid, p. 1333.

<sup>4</sup> Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 2

AL-V-B-323

Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.<sup>5</sup> The well-developed network of roads and rails enhanced suburban growth around the city.

Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows.'<sup>6</sup> In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.<sup>7</sup> Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."<sup>8</sup> As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20<sup>th</sup> century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

### **Bibliography**

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Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001

<sup>5</sup> Robert Bruce, "The National Road," (National Highway Association, 1916; as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001)

<sup>6</sup> T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

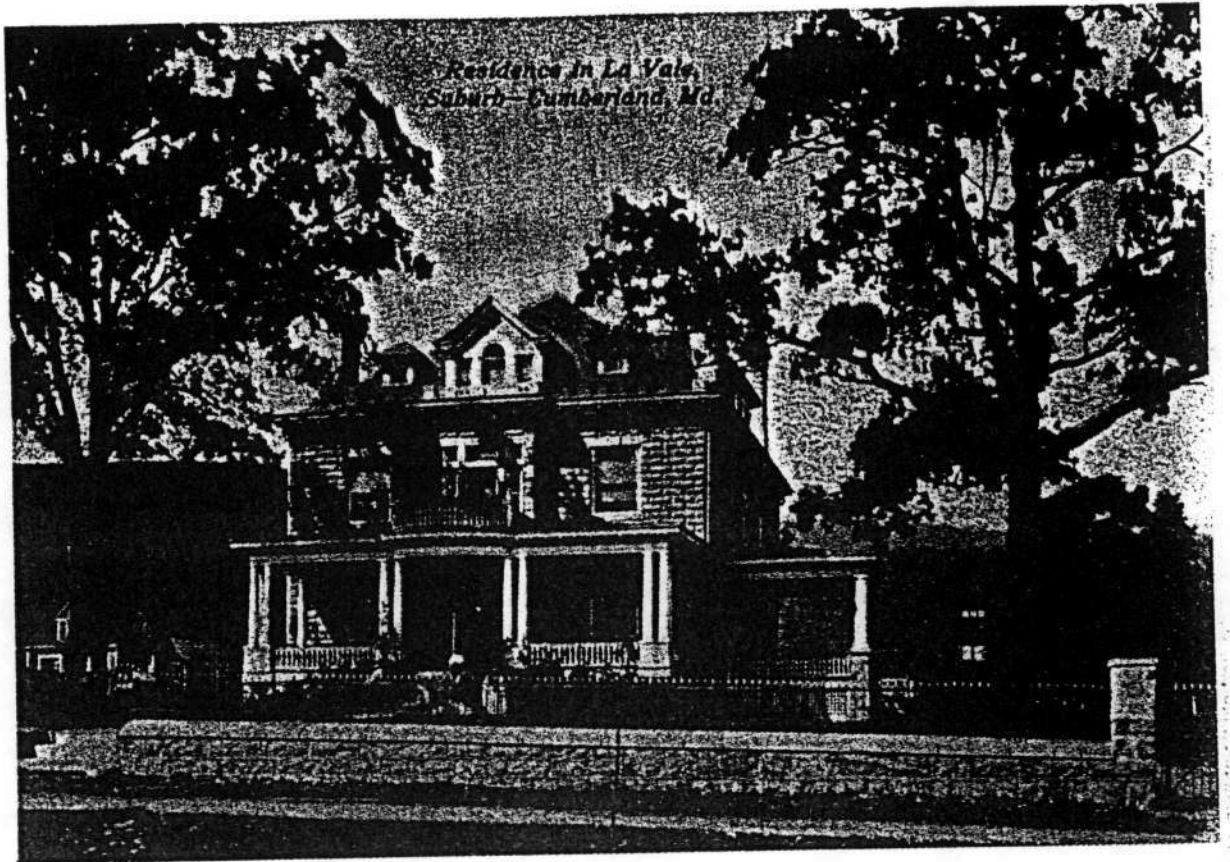
<sup>7</sup> Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

<sup>8</sup> Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.



AL-V-B-323

1912

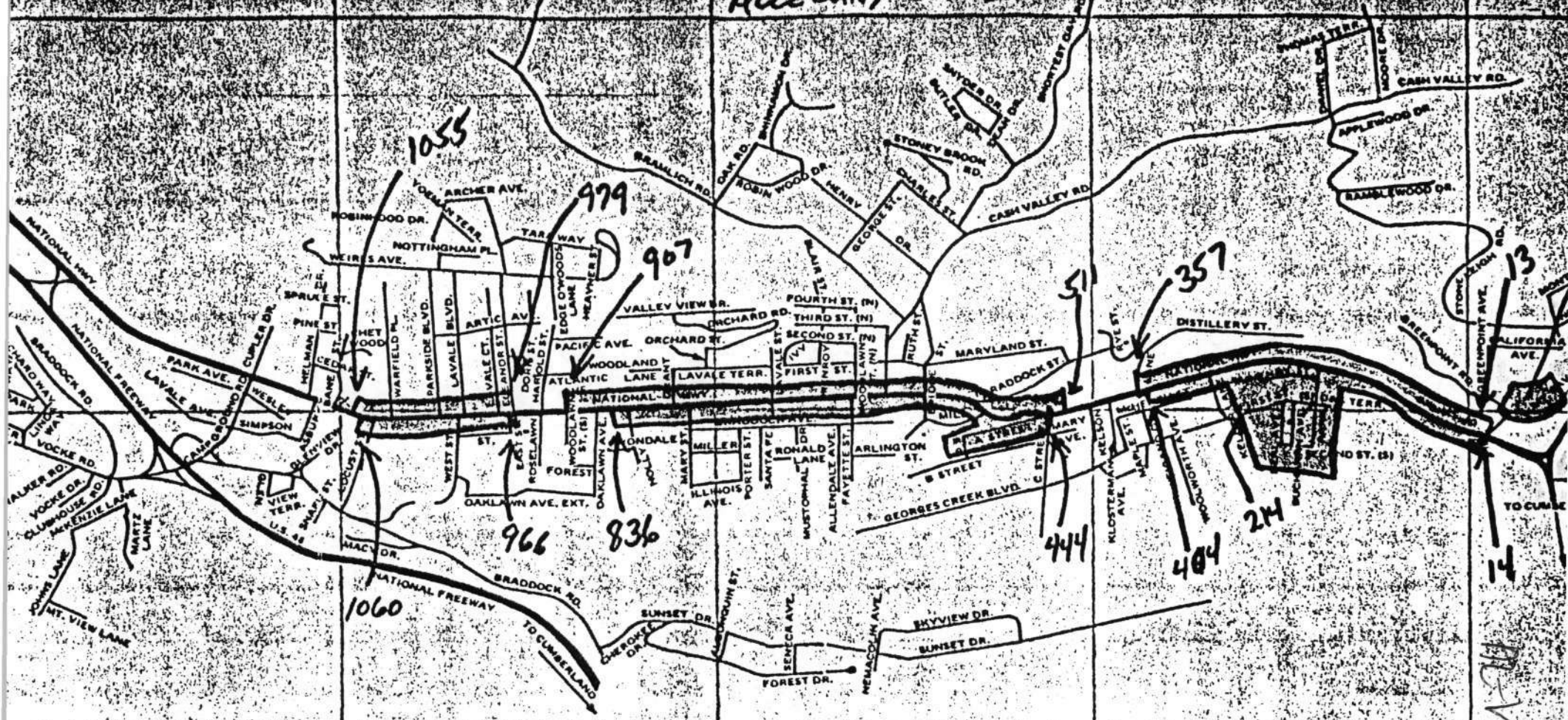


1910

# LAVALE

Map furnished by LAVAL CIVIC Improvement Association

ALLEGANY CO MD



• **SAVE**

A-1

10

LAV

**C-2**

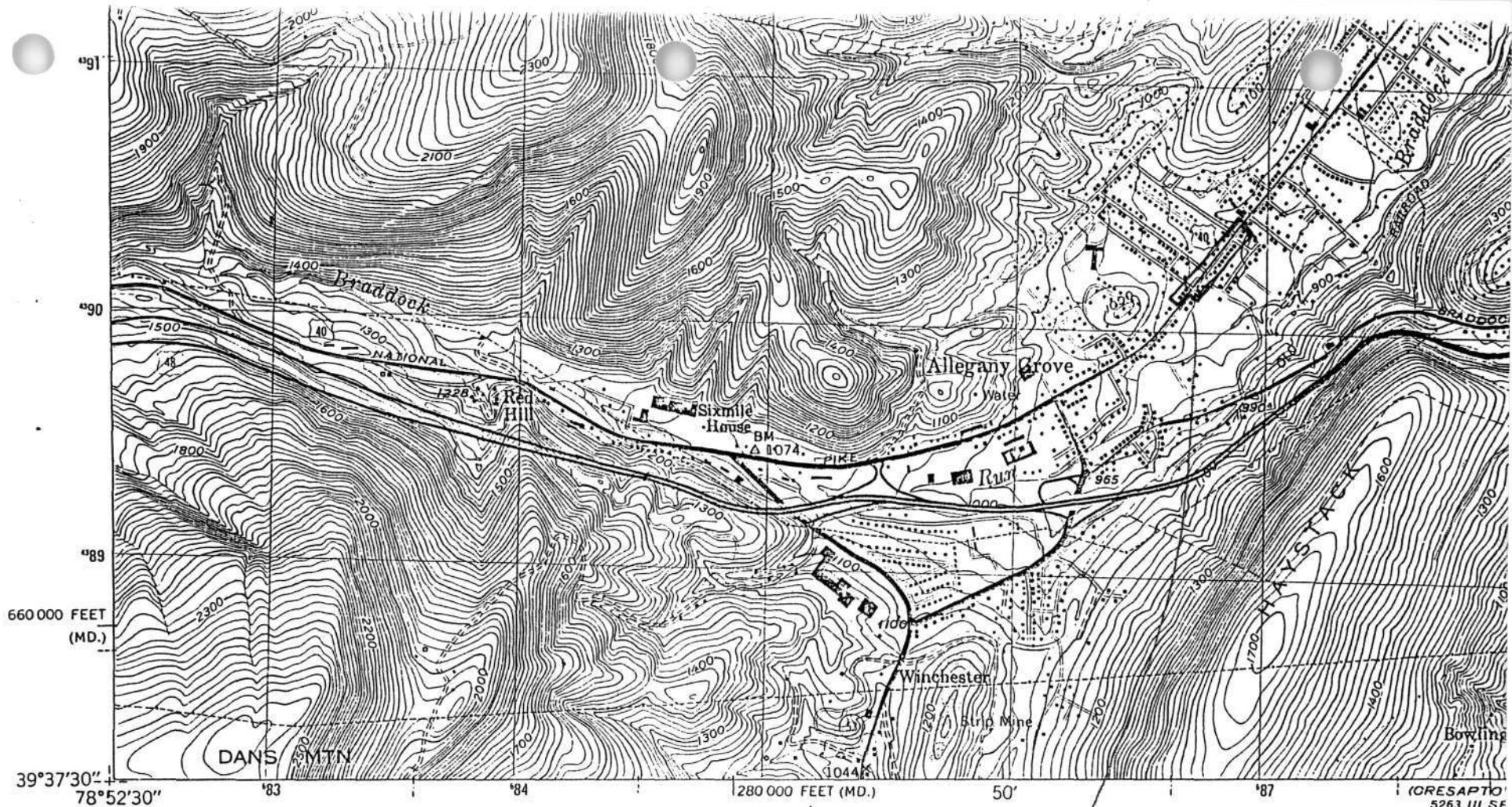
**C**

37C

E. P.

DE-13-285





Produced by the United States Geological Survey

Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27)

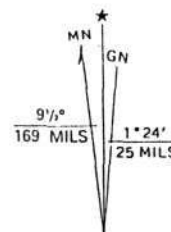
Projection: Maryland coordinate system (Lambert conformal conic)

10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone 1000-meter Universal Transverse Mercator grid, zone 17

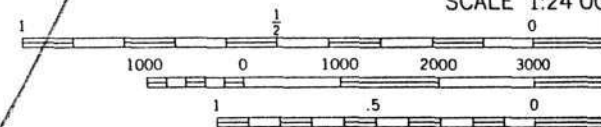
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



SCALE 1:24 000

CONTOUR INTERVAL  
NATIONAL GEODETIC VERTICAL  
TO CONVERT FROM FEET TO METERS,

AL-V-B-323

966-1060 National Highway

LaVale, MD

CUMBERLAND QUADRANGLE  
LAVALE CELLULAR TOWER PROJECT  
ALLEGANY CO., MD

THIS MAP COMPLIES WITH NATIONAL MAP ACT  
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 999  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND S

(LONACONING)  
5263 III SW

AL-V-B-323



AL-V-B-323  
966-1060 National Highway  
La Vale, Allegany Co, MD

2/01

photo by P. Reel

Processing by  
**Kodak**  
FEB. 2001 G

Paula S. Reel & Assoc Inc.  
Hagerstown, MD

neg. loc. MHT  
SE view, 900 block  
#1 of 7

Processing by  
**Kodak**  
FEB. 2001 G

Processing by  
**Kodak**  
FEB. 2001 G





AL-V-B-323

966-1060 National Highway

LaVale, Allegany Co., MD

2/01

photo by P. Reed

Pro  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

Paula Reed & Assoc. Inc.

Hagerstown, MD

neg. bx. MHT

SE view, 900 block

# 2 of 7



AL-V-B-323

966-1060 National Highway  
LaVale, Allegany Co. MD

2/01

photo by P. Reel

Processing by  
**Kodak**  
FEB. 2001 G

Processing by  
**Kodak**  
FEB. 2001 G

Paula Reel + Assoc Inc  
Hagerstown MD

neg. Coc. MHT

SE view, 900 block

#3 of 7



979 A  
GREEN.

AL-V-B-323  
966-1060 National Highway  
LaVale, Allegany Co. MD  
2/01  
photo by P. Reel

Processing by  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

Paula S. Reel + Assoc, Inc.  
Hagerstown MD

neg. 602, MHT

SW view, from 979 into 1000 block

#4 of 7



AL-V-B-323

966-1060 National Highway

LaVale, Allegany Co., MD

2/01

photo by P. Reed

Processing by  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

Paula Reed & Assoc Inc.

Hagerstown, MD

neg. loc. MHT

SW view, 1000 block

#5 of 7





AL-V-B-323

966-1060 National Highway  
LaVale, Allegany Co. MD  
2/01

Processing by  
**Kodak**  
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Processing by  
**Kodak**  
FEB. 2001 G

photo by P. Reel

Paula S. Reel + Assoc. Hagerstown  
Neq loc. MHT  
SE view from 1025

#6 of 7



AL-V-B-323

966-1060 National Highway  
La Vale, Allegany Co. MD

2/01

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Processing by  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

photo by P. Reel  
Paula S. Reel & Assoc Inc.  
Hagerstown, MD

neg. loc. MHT

SW crew, 1000 block

#7 of 7

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ☐  
no ☐

*West* LA VALE HISTORIC DISTRICT

Property Name: 990 National Highway Inventory Number: ~~AL-V-B-322~~ AL-V-B-323

Address: 990 National Highway City: LaVale Zip Code: 21502

County: Allegany USGS Topographic Map: Cumberland Quadrangle

Owner: \_\_\_\_\_

Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: LaVale Cellular Tower Site Agency: FCC

Site visit by MHT Staff: ☒ no ☐ yes Name: N/A Date: \_\_\_\_\_

Eligibility recommended ☒ Eligibility **not** recommended ☐

Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☐ yes Name of district: \_\_\_\_\_

Is district listed? ☐ no ☐ yes Determined eligible? ☐ no ☐ yes District Inventory Number: \_\_\_\_\_

Documentation on the property/district is presented in: DOE, Maryland Historical Trust

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None  
Comments: DETERMINED ELIGIBLE IN MARCH, 1998

*Oliver*  
Reviewer, Office of Preservation Services

*B. Kintz*  
Reviewer, NR program

4/11/01  
Date

4/17/01  
Date

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

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DOE Update, February, 2001

AL-V-B-323

990 National Highway

LaVale, Allegany Co. MD

This property was determined eligible in March of 1998. It is within the site line of a proposed cellular tower location and was therefore photographed again. The property appears not to have changed since it was recorded in March of 1998. It is a two story, two bay gable fronted frame house of the early 20<sup>th</sup> century. It continues to contribute to a ~~potential~~ LaVale Historic District *the West*

Historic Context

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.<sup>1</sup> The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.<sup>2</sup> One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

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<sup>1</sup> Scharf, p. 1332.

<sup>2</sup> Ibid.

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 2

AL-V-B-323

The traffic on the pike waned after the mid 19<sup>th</sup> century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.<sup>3</sup> Activity on the road did not pick up again until the early 20<sup>th</sup> century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20<sup>th</sup> century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19<sup>th</sup> century in western Maryland.<sup>4</sup> In 1914, National Road traveler Robert Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.<sup>5</sup> The well-developed network of roads and rails enhanced suburban growth around the city.

Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows.'<sup>6</sup> In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.<sup>7</sup> Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."<sup>8</sup> As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20<sup>th</sup> century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

### **Bibliography**

Bruce, Robert, "*The National Road*," (National Highway Association, 1916), as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001.

Feldstein, Albert L., *Feldstein's Historic Postcard Album of Allegany County*, Cumberland, MD: Commercial Press Printing Co., 1983.

Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

<sup>3</sup> Ibid, p. 1333.

<sup>4</sup> Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

<sup>5</sup> Robert Bruce, "*The National Road*," (National Highway Association, 1916; as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001)

<sup>6</sup> T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

<sup>7</sup> Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

<sup>8</sup> Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.



AL-V-B-323

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 3

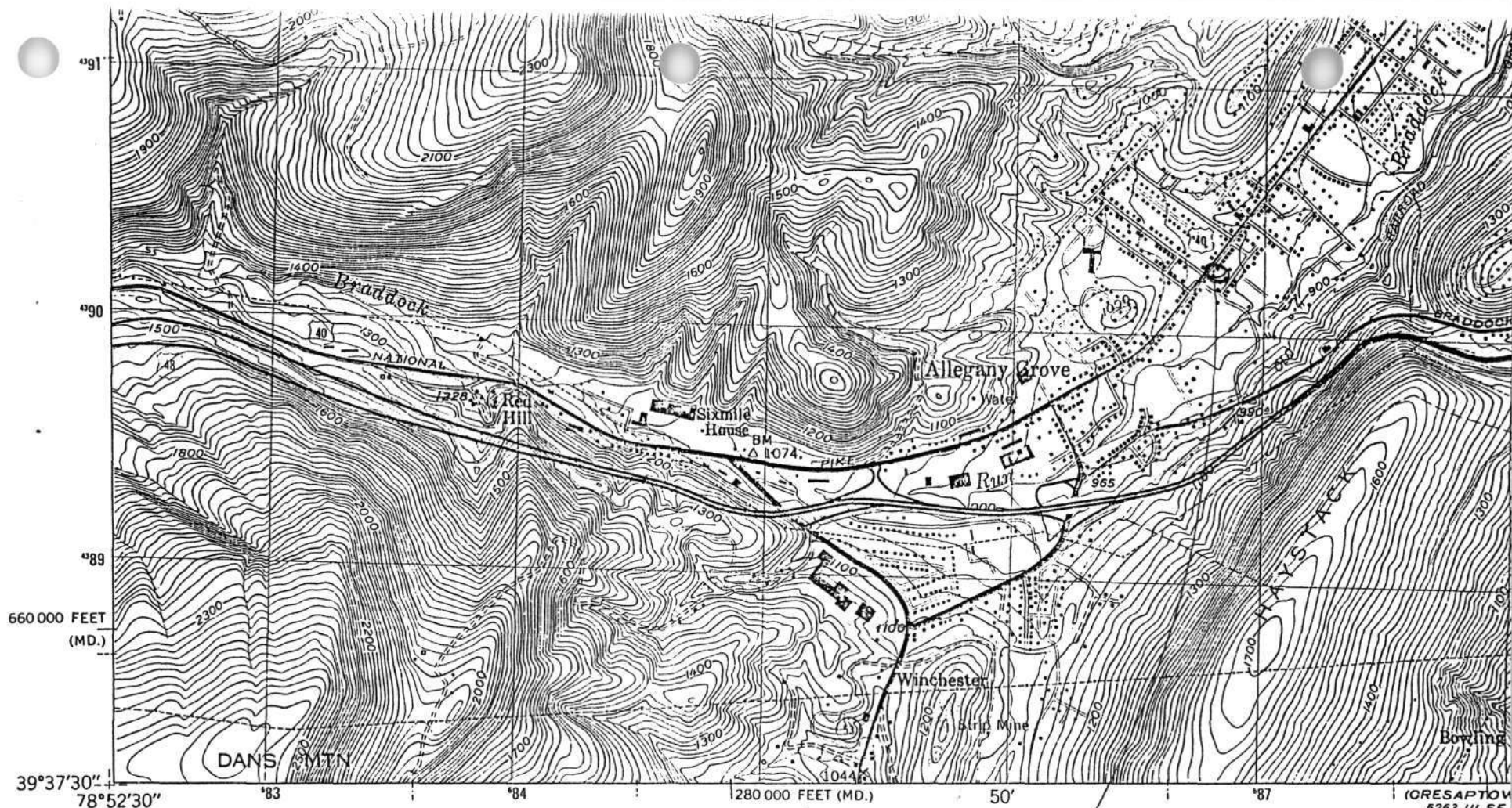
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Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001



(LOWA CONING)  
5263 III SW

Produced by the United States Geological Survey

Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27)

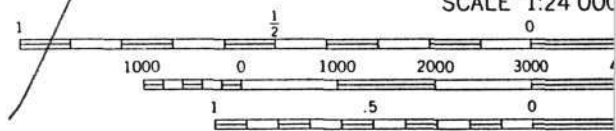
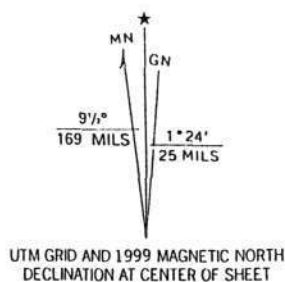
Projection: Maryland coordinate system  
(Lambert conformal conic)

10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone  
1000-meter Universal Transverse Mercator grid, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



AL-V-B-323  
990 National Highway  
LVALE, MD

CONTOUR INTERVAL 2  
NATIONAL GEODETIC VERTICAL  
TO CONVERT FROM FEET TO METERS, 1

CUMBERLAND QUADRANGLE  
LVALE CELLULAR TOWER PROJECT  
ALLEGANY CO., MD

THIS MAP COMPLIES WITH NATIONAL MAP  
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SY

AL-V-B-323



AL-V-B-323

990 National Highway  
LaVale, Allegany Co., MD  
2/01

photo by P. Reel

Processing by  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

Paul S Reel + Assoc. Inc. Hagerstown MD  
neg loc. MHT  
SE view  
#1 of 1

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

West LA VALE HISTORIC DISTRICT  
AL-V-B-323

Property/District Name: 990 National Highway, LaVale, Allegany Co. Survey Number: AL-V-B-323

Project: MHRP Agency: Special Loan Programs

Site visit by MHT Staff: XX no      yes Name                      Date:             

Eligibility recommended XX Eligibility **not** recommended                     

Criteria:      A      B XX C      D Considerations:      A      B      C      D      E      F      G      None:     

Justification for decision: (Use continuation sheet if necessary and attach map)

The property at 990 National Highway, LaVale, is within the boundaries for the National Register eligible <sup>West</sup> LaVale Historic District. The building is a two-two temple front with off-center right side entrance door with transom, raised front porch and unique second story dual central windows with four vertical panes over one with decorative brackets at the center of the gable and at the returns. Siding is currently of two different colors: light on the first floor and dark on the second floor and in the gable. It is unclear whether all siding is original.

This house is typical of gable fronted small homes of the late 19th century. It retains a high level of architectural integrity and would be eligible as a contributing resource to the district. Specific research has not been undertaken therefore it is unknown if any historical associations would qualify the property. It would be eligible under Criterion C for architectural style.

Documentation on the property/district is presented in: MHT Files for Allegany County eligible historic districts.

Prepared by: Linda Martin, Allegany County Dept. Of Comm. Services, Febr 20, 1998

Lou Ann J. Broad, Preservation Officer March 4, 1998.  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes      no      not applicable  
Peter J. Kuntz 3/19/98  
Reviewer, NR program Date

*gmg*

ALV-B-323

Survey No. AL-

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)  
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)  
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)  
☒ Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- ☐ Paleo-Indian 10000-7500 B.C.  
☐ Early Archaic 7500-6000 B.C.  
☐ Middle Archaic 6000-4000 B.C.  
☐ Late Archaic 4000-2000 B.C.  
☐ Early Woodland 2000-500 B.C.  
☐ Middle Woodland 500 B.C. - A.D. 900  
☐ Late Woodland/Archaic A.D. 900-1600  
☐ Contact and Settlement A.D. 1570-1750  
☐ Rural Agrarian Intensification A.D. 1680-1815  
☐ Agricultural-Industrial Transition A.D. 1815-1870  
☒ Industrial/Urban Dominance A.D. 1870-1930  
☐ Modern Period A.D. 1930-Present  
☐ Unknown Period ( ☐ prehistoric ☐ historic)

**III. Prehistoric Period Themes:**

- ☐ Subsistence  
☐ Settlement  
☐ Political  
☐ Demographic  
☐ Religion  
☐ Technology  
☐ Environmental Adaption

**IV. Historic Period Themes:**

- ☐ Agriculture  
☒ Architecture, Landscape Architecture, and Community Planning  
☐ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social/Educational/Cultural  
☐ Transportation

**V. Resource Type:**

Category: Building

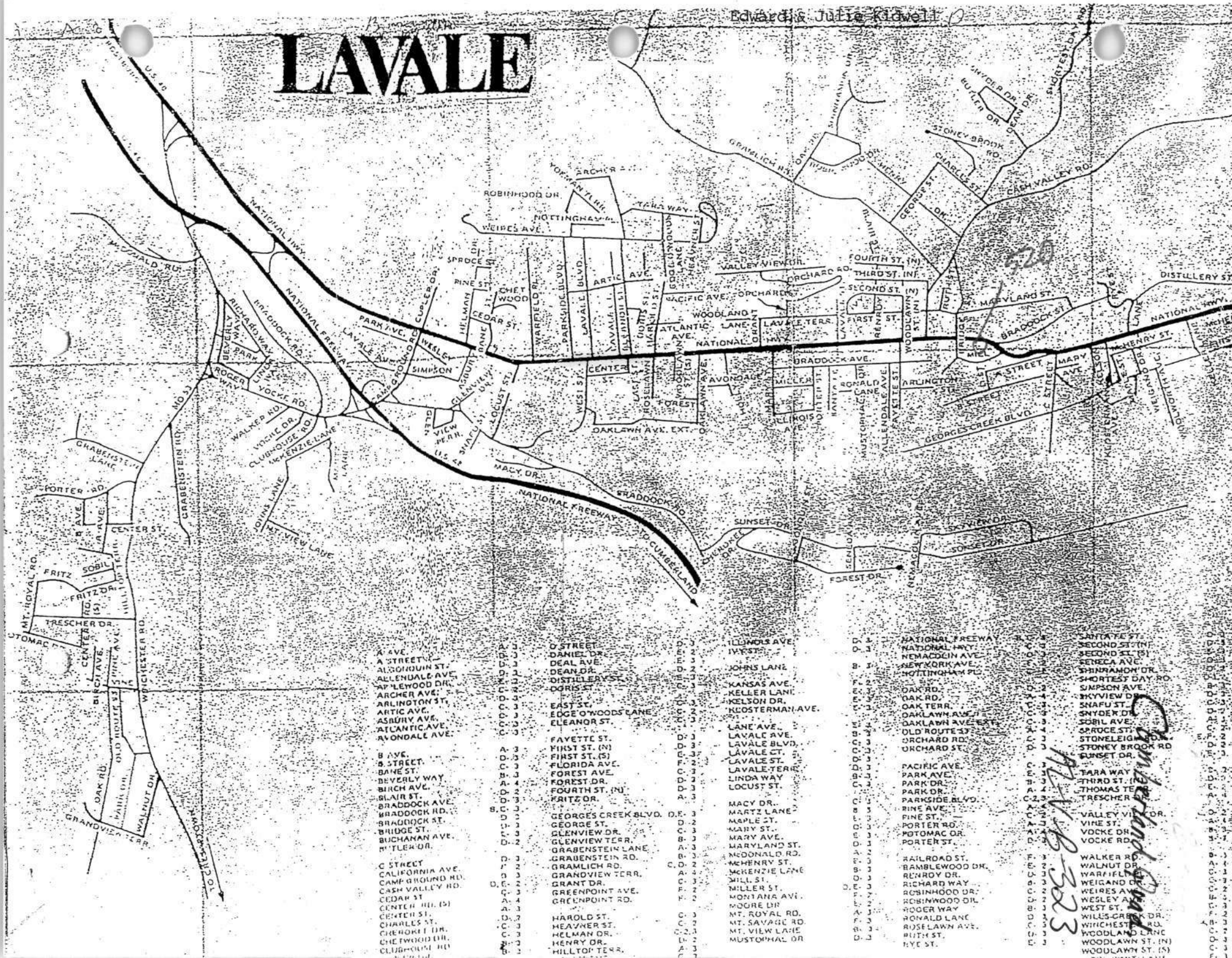
Historic Environment Town

Historic Function(s) and Use(s): Domestic Dwelling

Known Design Source: Unknown



# LA VALE



A AVE.  
A STREET  
ALBION ST.  
ALLENDALE AVE.  
APPLEWOOD DR.  
ARCHER AVE.  
ARLINGTON ST.  
ARTIC AVE.  
ASHURY AVE.  
ATLANTIC AVE.  
AVONDALE AVE.

B AVE.  
B STREET  
BAHE ST.  
BEVERLY WAY  
BIRCH AVE.  
BLAIR ST.  
BRADDOCK AVE.  
BRADDOCK RD.  
BRADDOCK ST.  
BRIDGE ST.  
BUCHANAN AVE.  
BUTLER DR.

C STREET  
CALIFORNIA AVE.  
CAMPGROUND RD.  
CASH VALLEY RD.  
CEDAR ST.  
CENTER HILL (S)  
CENTER ST.  
CHARLES ST.  
CHENKOTTE DR.  
CHETWOOD DR.  
CLUBHOUSE RD.

D STREET  
DANIEL DR.  
DEAL AVE.  
DEAN DR.  
DISTILLERY ST.  
DOUGLAS ST.  
EAST ST.  
EDGEWOODS LANE  
ELEANOR ST.

FAYETTE ST.  
FIRST ST. (N)  
FIRST ST. (S)  
FLORIDA AVE.  
FOREST AVE.  
FOREST DR.  
FOURTH ST. (N)  
FRITZ DR.

GEORGES CREEK BLVD.  
GEORGE ST.  
GLENVIEW DR.  
GLENVIEW TERR.  
GRABENSTEIN LANE  
GRABENSTEIN RD.  
GRAMLICH RD.  
GRANDVIEW TERR.  
GRANT DR.  
GREENPOINT AVE.  
GREENPOINT RD.

HAROLD ST.  
HEAVNER ST.  
HENRY DR.  
HILLTOP TERR.

ILLINOIS AVE.  
IVEST  
JOHN LANE  
KANSAS AVE.  
KELLER LANE  
KELSON DR.  
NEOSTERMAN AVE.  
LANE AVE.  
LAVALE AVE.  
LAVALE BLVD.  
LAVALE CT.  
LAVALE ST.  
LAVALE TERR.  
LINDA WAY  
LOCUST ST.

MARY DR.  
MARTZ LANE  
MAPLE ST.  
MARY ST.  
MARY AVE.  
MARYLAND ST.  
MEDFORD RD.  
MCKENRY ST.  
MCKENZIE LANE  
MILL ST.  
MILLER ST.  
MONTANA AVE.  
MOORE DR.  
MT. ROYAL RD.  
MT. SAVAGE RD.  
MT. VIEW LANE  
MUSTOPHAL DR.

NATIONAL FREEWAY  
NATIONAL HWY  
NEMACON AVE.  
NEW YORK AVE.  
NOTTINGHAM RD.  
OAK RD.  
OAK RD.  
OAK TERR.  
OAKLAWN AVE.  
OAKLAWN AVE EXT.  
OLD ROUTE 37  
ORCHARD RD.  
ORCHARD ST.

PACIFIC AVE.  
PARK AVE.  
PARK DR.  
PARK DR.  
PARKSIDE BLVD.  
PINE AVE.  
PINE ST.  
PORTER RD.  
POTOMAC DR.  
PORTER ST.

RAILROAD ST.  
BAMBLEWOOD DR.  
RENDY DR.  
RICHARD WAY  
ROBINHOOD DR.  
ROBINWOOD DR.  
ROGER WAY  
RONALD LANE  
ROSELAWN AVE.  
RUTH ST.  
NYE ST.

SANTA FE ST.  
SECOND ST. (N)  
SECOND ST. (S)  
SENECA AVE.  
SHIRAZ DR.  
SHORTEST DAY RD.  
SIMPSON AVE.  
SKYVIEW DR.  
SHAFU ST.  
SHYDER DR.  
SOBIL AVE.  
SARCOGE ST.  
STONELEIGH DR.  
STONE BROOK RD.  
SUNSET DR.

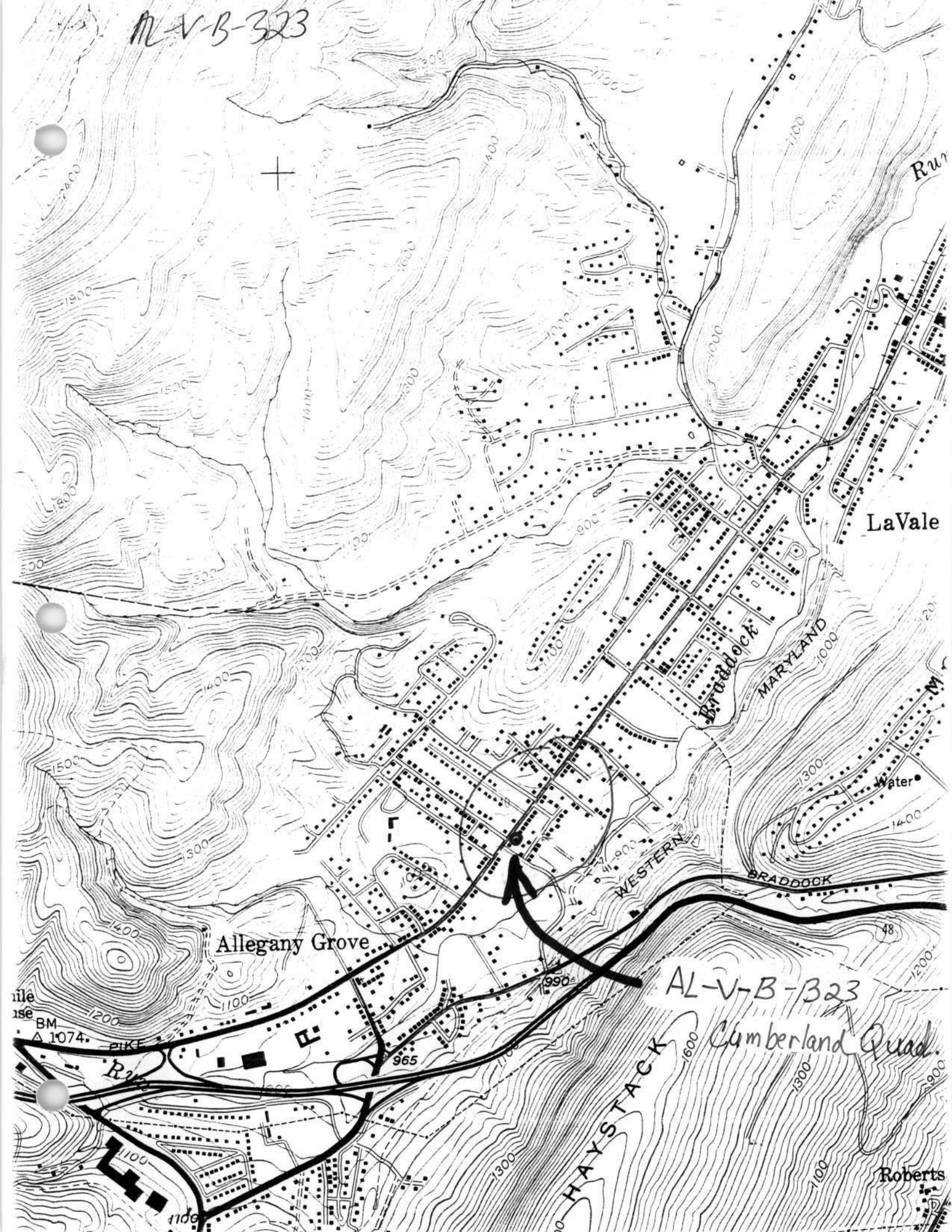
TARA WAY  
THIRD ST. (N)  
THOMAS TERR.  
TRESCHER  
VALLEY VIEW DR.  
VINE ST.  
VOCKE DR.  
VOCKE RD.

WALKER RD.  
WALNUT DR.  
WARFIELD DR.  
WESLEY AVE.  
WESLEY DR.  
WEST ST.  
WILSON CREEK DR.  
WINCHESTER RD.  
WOODLAND LANE  
WOODLAWN ST. (N)  
WOODLAWN ST. (S)

*Handwritten:* 620  
NEV 6-3023  
Cumberland Road



AL-V-B-323



LaVale

Allegany Grove

AL-V-B-323

Cumberland Quad.

Roberts

AL-V-B 323



990 National Hwy.  
LaVale, Md. Kidwell



75204 24257

POLAROID